

Office Action, the Examiner objected to claims 2-10 and 12-20 as being "dependent upon a rejected base claim but would be allowable if rewritten in independent form including all limitations of the base claim and any intervening claims."

35 U.S.C. § 102(e)

The rejection of claims 1, 11, and 21 is respectfully traversed for the following reasons. In order to properly anticipate claims 1, 11, and 21 under 35 U.S.C. § 102, Dominke, taken individually, must explicitly or inherently disclose each and every element recited in the claims. See M.P.E.P § 2131 (8th ed. 2001).

Dominke does not disclose each and every element of claim 1 including, "when one or more pieces of information are processed in said vehicle, allocating one or more appropriate resources selected from a plurality of diversified resources to the integrated pieces of information according to an order based upon the priority value assigned to each of the integrated pieces of information and conveying to an operator of the vehicle at least one of such pieces information or a suggested action for the operator to undertake through the one or more appropriate resources." (Claim 1, emphasis added).

Specifically, Dominke discloses a command flow relating to how components within a vehicle respond to a command from a first hierarchical level, e.g., a driver or operator. Dominke does not assign priority values to commands by the operator, it merely defines a preset flow for how a command (such as hitting the brake) will be controlled and handled by the vehicle's components to ultimately fulfill the requested action (i.e., slowing down or stopping the car). The command flow is set and commands are processed in the order that they are initiated. Further, in Dominke

nothing is conveyed to the operator because the disclosure only defines how commands will be handled by the vehicle's components, wherein the components are characterized into different hierarchal systems. In other words, Dominke discloses how commands within subsystems (such as a system for controlling vehicle movement) flow between components within that subsystem. See Figs. 2 and 3 and col. 6, lines 5-57. Subsystems within the vehicle may also share a command relationship. (See Fig. 4 and col. 6, line 5 to col. 7, line 7). However, none of the command flows disclosed in Dominke disclose each element of claim 1 including, at least, "when one or more pieces of information are processed in said vehicle, allocating one or more appropriate resources selected from a plurality of diversified resources to the integrated pieces of information according to an order based upon the priority value assigned to each of the integrated pieces of information and conveying to an operator of the vehicle at least one of such pieces information or a suggested action for the operator to undertake through the one or more appropriate resources." (Claim 1, emphasis added).

For the reasons set forth for claim 1, Dominke does not disclose all the elements for claims 11 and 21 including, "a resource allocation control means for, when one or more pieces of information are processed in said vehicle, allocating one or more appropriate resources selected from a plurality of diversified resources to the integrated pieces of information according to an order based upon the priority value assigned to each of the integrated pieces of information and conveying to an operator of the vehicle at least one of such pieces information or a suggested action for the operator to

undertake through the one or more appropriate resources." (See claims 11 and 21, emphasis added).

Although the Examiner stated that claims 2-10 and 12-20 would be allowable if rewritten in independent form including all limitations of the base claim and any intervening claims, Applicant respectfully requests the allowance of claims 2-10 and 12-20 based upon their dependency of their respective allowable independent claims.

CONCLUSION

In view of the foregoing remarks, Applicant respectfully requests the reconsideration and reexamination of this application and the timely allowance of all of the pending claims.

Please grant any extensions of time required to enter this response and charge any additional required fees to our deposit account 06-0916.

Respectfully submitted,

FINNEGAN, HENDERSON, FARABOW,
GARRETT & DUNNER, L.L.P.

Dated: May 8, 2003

By David W. Hill Reg 24,014
for David W. Hill
Reg. No. 28,220

FINNEGAN
HENDERSON
FARABOW
GARRETT &
DUNNER LLP

1300 I Street, NW
Washington, DC 20005
202.408.4000
Fax 202.408.4400
www.finnegan.com



APPENDIX TO PRELIMINARY AMENDMENT OF MAY 8, 2003

1. (Twice Amended) A vehicle information processing method for processing diversified pieces of information in a vehicle, including a message comprising at least one of a message arriving at the vehicle and a message generated in a vehicle, comprising:

integrating said diversified pieces of information;

assigning [providing] each of the integrated pieces of information with a priority [order] value indicating an importance of each piece of information; and

when one or more pieces of information are processed in said vehicle, allocating one or more appropriate resources selected from a plurality of diversified resources to the integrated pieces of information according to an order based upon the priority [order given] value assigned to each of the integrated pieces of information and conveying to an operator of the vehicle at least one of such pieces information or a suggested action for the operator to undertake through the one or more appropriate resources.

2. (Amended) A vehicle information processing method according to claim 1 wherein the importance of said each piece of information is defined so as to include a level of danger introduced from a degree of seriousness of a situation which may occur if the same piece of information is neglected and the priority value [order indicating the importance of said each piece of information] is [given] assigned to said each piece of information based on said level of danger.

FINNEGAN
HENDERSON
FARABOW
GARRETT &
DUNNER LLP

1300 I Street, NW
Washington, DC 20005
202.408.4000
Fax 202.408.4400
www.finnegan.com

3. (Amended) A vehicle information processing method according to claim 2 wherein the importance of said each piece of information is further defined so as to include [said level of danger and] a level of urgency introduced from a length of reaction time required by the operator recognizing each piece of information [until a driver takes a reaction since he recognizes said each information], and the priority value [order indicating the importance of said each piece of information] is [given] assigned to said each piece of information based on said level of danger and said level of urgency.

4. (Amended) A vehicle information processing method according to claim 1 wherein the diversified resources [for using the information generated in said vehicle] include one or [two or] more information communicating means prepared for [each] one or more organs [organ] of sense so [as to communicate] that the conveying includes communicating each piece of [the] information to [a driver] the operator by appealing to a combination of one or [two or] more organs of sense.

5. (Amended) A vehicle information processing method according to claim 4 wherein the diversified resources [for using the information generated in said vehicle] include one or [two or] more information communicating styles corresponding to [the] a characteristic of each information communicating means.

6. (Amended) A vehicle information processing method according to claim 4 wherein the diversified resources [for using the information generated in said vehicle]

FINNEGAN
HENDERSON
FARABOW
GARRETT &
DUNNER LLP

1300 I Street, NW
Washington, DC 20005
202.408.4000
Fax 202.408.4400
www.finnegan.com

include an information communicating style suitable for the operator to understand
[driver to grasp] a situation.

7. (Amended) A vehicle information processing method according to claim 4 wherein the diversified resources [for using the information generated in said vehicle] include an information communicating style suitable for the [driver] operator to recognize [a] an intended reaction [he should take].

8. (Amended) A vehicle information processing method according to claim 4 wherein conveying [when communicating the information to the driver using an appropriate resource selected from said diversified resources,] comprises selecting a combination of one or [two or] more appropriate resources [is selected] from said diversified resources based on [a combination of] at least one [one or two or more] of the quantity of each piece of information to be communicated, a content of each piece of information [thereof], an appropriate communication timing, importance of [said] each piece of information, and an information communicating capacity inherent [of] in each of said diversified resources[, so as] to communicate [the] each piece of information to the [driver] operator using the selected resources.

9. (Amended) A vehicle information processing method according to claim 1 wherein the diversified resources [for using the information generated in said vehicle] include a self-traveling control means [having a function] for controlling self-traveling of said vehicle based on [the same] each piece of information.

10. (Amended) A vehicle information processing method according to claim 9 wherein said self-traveling control means has a function for controlling at least one of a speed of said vehicle [and/or] and a steering angle thereof based on [said] each piece of information [generated in the vehicle] so as to aim at the self-traveling of said vehicle.

11. (Twice Amended) A vehicle information processing apparatus for processing diversified pieces of information in a vehicle, including a message comprising at least one of a message arriving at the vehicle and a message generated in the vehicle, comprising:

a priority order control means for integrating said diversified pieces of information and assigning [providing] each of the integrated pieces of information with a priority [order] value indicating an importance of each piece of information; and

a resource allocation control means for, when one or more pieces of information are processed in said vehicle, allocating one or more appropriate resources selected from a plurality of diversified resources to the integrated pieces of information according to an order based upon the priority [order given] value assigned to each of the integrated pieces of information and conveying to an operator of the vehicle at least one of such pieces information or a suggested action for the operator to undertake through the one or more appropriate resources.

12. (Amended) A vehicle information processing apparatus according to claim 11 wherein the importance of said each piece of information is defined so as to include

a level of danger introduced from a degree of seriousness of a situation which may occur if the same piece of information is neglected,

said priority order control means [providing] assigning said each piece of information with the priority [order] value [indicating the importance of said each information] based on said level of danger.

13. (Amended) A vehicle information processing apparatus according to claim 12 wherein the importance of said each piece of information is further defined so as to include [~~said level of danger and~~] a level of urgency introduced from a length of reaction time required by the operator recognizing each piece of information [until a driver takes a reaction since he recognizes said each information],

said priority order control means [providing] assigning said each piece of information with the priority [order] value [indicating the importance of said each piece of information] based on said level of danger and said level of urgency.

14. (Amended) A vehicle information processing apparatus according to claim 11 wherein the diversified resources [for using the information generated in said vehicle] include one or [two or] more information communicating means prepared for [each] one or more organs [organ] of sense so [as to communicate] that the conveying includes communicating each piece of information to [a driver] the operator by appealing to a combination of one or [two or] more organs of sense.

FINNEGAN
HENDERSON
FARABOW
GARRETT &
DUNNER LLP

1300 I Street, NW
Washington, DC 20005
202.408.4000
Fax 202.408.4400
www.finnegan.com

15. (Amended) A vehicle information processing apparatus according to claim 14 wherein the diversified resources [for using the information generated in said vehicle] include one or [two or] more information communicating styles corresponding to [the] a characteristic of each information communicating means.

16. (Amended) A vehicle information processing apparatus according to claim 14 wherein the diversified resources [for using the information generated in said vehicle] include an information communicating style suitable for the operator to understand [driver to grasp] a [condition] situation.

17. (Amended) A vehicle information processing apparatus according to claim 14 wherein the diversified resources [for using the information generated in said vehicle] include an information communicating style suitable for the [driver] operator to recognize [a] an intended reaction [which he should take].

18. (Amended) A vehicle information processing apparatus according to claim 14 wherein [said resource allocation control means, when allocating appropriate resources for communicating the information which is an objective of communication, selects] conveying comprises selecting a combination of one or [two or] more appropriate resources from said diversified resources[,] based on [a combination of one or two or more] at least one of the quantity of each piece of information, a content of each piece of information [thereof], an appropriate communication timing, [and] importance of [said] each piece of information, and an information communicating capacity inherent [of] in each of said diversified resources and said information

communicating means selected by said resource allocation control means
communicates [the] each piece of information to the operator [driver] using the
resources selected by said resource allocation control means.

19. (Amended) A vehicle information processing apparatus according to claim
11 wherein the diversified resources [for using the information generated in said
vehicle] include a self-traveling control means [having a function] for controlling self-
traveling of said vehicle based on [the same] each piece of information.

20. (Amended) A vehicle information processing apparatus according to claim
19 wherein said self-traveling control means has a function for controlling at least one of
a speed of said vehicle [and/or] and a steering angle thereof based on [said] each piece
of information [generated in the vehicle] so as to aim at the self-traveling of said vehicle.

21. (Twice Amended) A vehicle and a vehicle information processing
apparatus for processing diversified pieces of information, including a message
comprising at least one of a message arriving at the vehicle and a message generated
in the vehicle, comprising:

a priority order control means for integrating said diversified pieces of information
and assigning [providing] each of the integrated pieces of information with a priority
[order] value indicating an importance of each piece of information; and

a resource allocation control means for, when one or more pieces of information
are processed in the vehicle, allocating one or more appropriate resources selected

from a plurality of diversified resources to the integrated pieces of information according to an order based upon the priority [order given] value assigned to each of the integrated pieces of information and conveying to an operator of the vehicle at least one of such pieces information or a suggested action for the operator to undertake through the one or more appropriate resources.

FINNEGAN
HENDERSON
FARABOW
GARRETT &
DUNNER LLP

1300 I Street, NW
Washington, DC 20005
202.408.4000
Fax 202.408.4400
www.finnegan.com